

Message Text

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42

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FM SECSTATE WASHDC

TO AMEMBASSY OSLO PRIORITY

INFO AMEMBASSY LONDON

USMISSION NATO

AMEMBASSY COPENHAGEN

AMEMBASSY HELSINKI

USMISSION OECD PARIS

AMEMBASSY STOCKHOLM

AMEMBASSY MONROVIA

AMEMBASSY PANAMA

USMISSION GENEVA

AMEMBASSY BRUSSELS

AMEMBASSY THE HAGUE

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E.O. 11652: N/A

TAGS: ETRN, ENRG, PFOR, NO

SUBJECT: THE ENERGY TRANSPORTATION SECURITY ACT OF 1974

OECD PARIS FOR RONALD WEBB

NORWEGIAN AMBASSADOR DURING APPOINTMENT TODAY WITH ACTING

SECRETARY RUSH PRESENTED VERBALE NOTE TO REGISTER CONCERN

OVER RECENT HOUSE OF REPRESENTATIVES ACTION ON H.R. 8193.

FOLLOWING IS TEXT OF NOTE:

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"THE ROYAL NORWEGIAN EMBASSY PRESENTS ITS COMPLIMENTS TO

THE DEPARTMENT OF STATE AND HAS THE HONOUR TO REFER TO THE BILL (HR8193) WHICH ON MAY 8, 1974, WAS APPROVED BY THE HOUSE OF REPRESENTATIVES BY 266 TO 136 VOTES. THIS BILL WILL, IF ADOPTED REQUIRE THAT A CERTAIN PERCENTAGE OF THE UNITED STATES OIL IMPORTS BE CARRIED ON UNITED STATES FLAG VESSELS.

"REFERENCE IS FURTHER MADE TO THE REPRESENTATIONS MADE BY THE NORWEGIAN GOVERNMENT AND A NUMBER OF OTHER GOVERNMENTS TO THE DEPARTMENT OF STATE ON FEBRUARY 29, 1972, AND TO THE NOTE WHICH THE NORWEGIAN FOREIGN MINISTER ON JUNE 5, 1972 PRESENTED TO THE UNITED STATES CHARGE D'AFFAIRES A.I. IN OSLO IN CONNECTION WITH A BILL OF A SIMILAR CHARACTER.

"THE EMBASSY HAS BEEN INSTRUCTED TO INFORM THE DEPARTMENT OF STATE THAT THE NORWEGIAN GOVERNMENT IS SERIOUSLY CONCERNED BY THE PRESENT BILL, WHICH WOULD, IF IMPLEMENTED, HAVE DETRIMENTAL CONSEQUENCES FOR INTERNATIONAL TRADE AND SHIPPING IN GENERAL AND FOR NORWAY'S MARITIME INTERESTS IN PARTICULAR.

"BY RESERVING PART OF THE OIL IMPORTS INTO THE UNITED STATES FOR UNITED STATES FLAG VESSELS THE UNITED STATES CARGO PREFERENCE SYSTEM WOULD BE EXTENDED TO INCLUDE COMMERCIAL CARGO ANDTHUSCREATE A RADICAL CHANGE IN THE PRESENT UNITED STATES MARITIME POLICY. THE NORWEGIAN GOVERNMENT FEARS THAT AN EXTENSION OF THE UNITED STATES CARGO PREFERENCE SYSTEM WILL BE FOLLOWED BY OTHER COUNTRIES AND RESULT IN A SYSTEM WHEREBY TRANSPORTATION OF

OIL AND OTHER TANK AND BULK CARGOES WOULD TO A LARGE EXTENT BE RESERVED FOR THE EXPORTING AND IMPORTING COUNTRIES. SUCH A SYSTEM WOULD LEAD TO LESS EFFICIENCY AND HIGHER TRANSPORTATION COSTS IN THE TRADE CONCERNED.

"THE NORWEGIAN GOVERNMENT UNDERSTANDS THAT ONE OF THE AIMS OF THE BILL WOULD BE TO SECURE AN ADEQUATE TANKER FLEET UNDER UNITED STATES FLAG FOR STRATEGIC REASONS. IF SUCH A LEGISLATION SHOULD BE ADOPTED AND FOLLOWED BY UNCLASSIFIED

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SIMILAR LEGISLATION IN OTHER COUNTRIES, IT WOULD MOST PROBABLY LEAD TO AN EXPANSION OF THE TANKER FLEETS UNDER NON-ALLIED FLAG AND A CORRESPONDING REDUCTION OF TANKER FLEETS UNDER ALLIED FLAG, AND THUS BE DETRIMENTAL TO THE STRATEGIC POSITION OF THE UNITED STATES AND ITS ALLIES IN AN EMERGENCY SITUATION. IN THIS CONNECTION THE EMBASSY WOULD REMIND THE DEPARTMENT OF STATE OF THE FACT THAT THE NATO GOVERNMENTS HAVE AGREED TO POOL THEIR OCEAN-

GOING FLEETS FOR THE COMMON EFFORT IN TIME OF WAR.

"THE NORWEGIAN GOVERNMENT IS FURTHER OF THE OPINION THAT THE BILL, IF ADOPTED, WOULD BE CONTRARY TO PROVISIONS OF THE TREATY OF FRIENDSHIP, COMMERCE AND CONSULAR RIGHTS BETWEEN NORWAY AND THE UNITED STATES SIGNED ON JUNE 3, 1928.

"IN THE VIEW OF THE NEGATIVE CONSEQUENCES OF AN EXTENSION OF THE CARGO PREFERENCE SYSTEM AS PROPOSED IN THE ABOVE-MENTIONED BILL, THE NORWEGIAN GOVERNMENT URGES THE UNITED STATES GOVERNMENT NOT TO INTRODUCE THESE NEW RESTRICTIVE MEASURES IN ITS MARITIME POLICY. WASHINGTON, D.C., MAY MAY 15, 1974." RUSH

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